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**MARTELL'S
BRANDIES.**
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

"GRAND PRIX" PARIS 1889.
The Highest Possible Award.
**JOSEPH
GILLOTT'S
PENS.**
Of Highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award, Chicago, 1889.
Necessary for use of Business
Barrel Pens, Nos. 235, 236, 237,
Slip Pens, 332, 333, 334, 335, 336, 337,
In Fine, Medium, and Broad Points.
The New Turned-up Point 1035.

No. 13,594 號肆十玖百伍千壹萬第 日陸十月捌年庚十二結光

HONGKONG, TUESDAY, OCTOBER 8th, 1901

式拜禮 號捌月十年壹零百九千壹英港香

PRICE, \$2½ PER MONTH

CHAMPAGNE

JULES MUMM

PER CASE, - PINTS, \$50; QUARTS, \$48.

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.

WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century.
Apply to C. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'

RAMOUS

KILMARNOCK WHISKY.

This World-renowned
Fine Old Highland Whisky,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.

Hongkong, 1st January, 1901.

**CUTLER, PALMER
& CO.'S**

PRICE \$10.75 PER DOZEN

Net

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies.

Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.50 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 10 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.30 p.m. Every 15 minutes.
NIGHT CARS.
8.45 p.m. to 9 p.m. 9.45 to 11.15 p.m., very 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1901.

VICTORIA

CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOL" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

McKIRDY & CO.
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$5.50 per Cask of 57½ lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 1st June, 1901.

RUINART PERE & FILS, REIMS

Established 1719
CHAMPAGNE GRAPES AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAURE, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1889.

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THE GREAT REMEDY FOR
INDIGESTION, DYSPEPSIA, FLATULENCY
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

P H O T O - PLATES, PAPERS
G R A P H I C AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

TAILORING DEPARTMENT

FOR SIX WEEKS ONLY!

SPECIAL OFFER OF AUTUMN SUITINGS at the following EXCEPTIONAL PRICES—

FLANNEL LOUNGE SUITS	\$20.00
TWEED AND CASIMERE SUITS	\$29.00
BLUE SERGE SAC SUITS	\$30.00
WORSTED AND ANGOLA SUITS	\$33.00
BLACK TWILL DRESS SUITS	\$45.00

LANE, CRAWFORD & CO.

- - BRANDY - -

FINE, PALE, MEDICINAL BRANDY.

MARIE BRIZARD & ROGER

COGNAC

SPECIALY IMPORTED BY

WATKINS, LIMITED, 66, QUEEN'S ROAD.

CHEMISTS AND AERATED WATER MANUFACTURERS.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & CO.'S INVALIDS' PORT

\$22.50 PER DOZ.

\$20 PER DOZ.

Distinguished by 4 Stars on the label.

This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassel

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT.

\$14.25 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

O. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

A natural and most pleasant wine to the taste.

CHAMPAGNES.

PAUL DOMMTER GOLD MARQUE.

C. H. DARGONNE & CO.

IRROY & CO. CARTE D'OR EX SEC.

LANSON PERE ET FILS.

PIPER HEIDSIECK, GOLD FOIL.

GIESLER & CO.

KRUG & CO. PRIVATE CUVÉE.

BOLLINGER & CO. VERY DRY.

LOUIS ROEDERER GRAND VIN SEC.

POMMERY & GRENÓ.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.
15, Queen's Road, Hongkong, 2nd October, 1901.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

	Per Case 1 Doz. Bottles.	Per Case 2 Doz. Bottles.
LAUBENHEIMER	\$11.50	\$13.00
NIEBSTEIN	13.00	15.00
HOCKHEIMER	17.00	19.00
SPARKLING HOCK (Extra Quality)	—	23.50
SPARKLING MOSELLE	—	23.50

HOCKS

DIRECT FROM AND BOTTLED BY JOH. BAPT. STURM.

SOLE AGENT

G. GIRAULT, 6, QUEEN'S ROAD.

COTTAM & CO.

HAVE RECEIVED A NEW STOCK OF SOFT FELT HATS in ALL SIZES
and the LATEST SHAPES in "DOUBLE" COLLARS.

LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.,
Are now being Shown.

W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.

BRASS AND IRON FOUNDRERS.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS.

TUGS AND FAST STEAM-LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF
EVERY DESCRIPTION.

OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS,
60 & 62, DES VŒUX ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, M.I.M.E. E. O. MURPHY, WH. SC., A.I.M.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS.

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COPYING PRESSES (all sizes). CRO-
QUET. BADMINTON. TENNIS.
CRICKET. TENNIS NETS. GOLF
BALLS. TENNIS BALLS. HOCKEY
STICKS. BASE BALLS.

OIL AND WATER COLOURS.
CANVAS DRAWING PAPER.

WRITING CASES, SCRAP ALBUMS,
PHOTO CASES.

In Boxes with Rules, Markers, &c., Complete.
PIQUET, PATIENCE, WHIST,
EUCHE, BEZIQUE, BRIDGE.

EGYPTIAN CIGARETTES.
INDIAN CIGARS

23 & 25, Queen's Road, Hongkong.

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to Sell by Public Auction,

On board,

The British Ship "CELESTE BURRILL,"

(Reg. tons 1,774, carrying capacity 2,908

Tons dead weight), now lying at anchor

near Stonecutters Island.

The HULL and SPARS with 1 ANCHOR

and CHAIN in ONE Lot, the SAILS,

GEAR, TACKLE and remaining APPU-

RETIANCES in separate Lots.

A Launch will leave Blaks Pier at 10.30 a.m.

to convey intending purchasers.

TERMS—Cash on delivery. All Lots to be

at purchaser's risk on fall of hammer.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 3rd October, 1901.

B. J. BARLOW,

CONSULTING ENGINEER, SURVEYOR

AND CONTRACTOR.

PLANS and Specifications supplied for any
Class of Engineering Work. Marine
Work a Specialty; Designs prepared for
Small Coast Steamers, Light Draught Vessels,
Dredgers, Tug-Boats, Launches and Barge
of any Class or for Special Requirements.
New and Repair Work Supervised. Contractor
for the Supply and Erection of any type of
Machinery.

Telegrams "BARLOW" Hongkong.

Telephone, No. 74.

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OFFICE—9, QUEEN'S ROAD CENTRAL.

B. J. BARLOW.

Hongkong, 12th June, 1901.

NOTICE:

THE Undersigned carry in Stock an

extensive stock of CIGARS and

CIGARETTES from the "GERMINAL"

FACTORY of Manila, for which they are

Sole Agents in Hongkong. Prices moderate.

Stock of specially selected quality. A trial

solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,

1, Duddell Street.

Hongkong, 2nd August, 1901.

BONZOLINE BILLIARD

BALLS.

THE MOST PERFECT

and

ONLY RELIABLE SUBSTITUTE

FOR IVORY BALLS.

BONZOLINE BILLIARD BALLS 2½"

PRICE Rs. 36 per set.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS,

60 & 61, Bentinck Street,

1399-1 CALCUTTA.

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

WITH CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS in 2 SECONDS

SIEMSEN & CO

Hongkong 3rd October, 1900.

AU BON MARCHÉ.

LADIES' and CHILDREN'S TAI-

LOES and DRESSMAKERS. Under-

take also Gentlemen's Underwear and House-

hold Needlework at Moderate Prices.

No. 9A, CAINE ROAD.

Hongkong, 7th October, 1901.

FOR SALE.

A FINE PROPERTY, in the PRACA

DE LOIZ DE CAMOES, Nos. 5 and 7,

with GARDEN.

Apply to

MR. LOUBENCO MARQUES,

Nos. 3 & 4, Praça de Luis de Camoos.

Macao, 7th October, 1901.

MARTELL'S BRANDIES.

ONE STAR ... Per Case
THREE STAR ... \$22.00
V.S.O.P. ... \$28.00
V.S.S.O.P. ... \$44.00
V.S.S.O.P. ... \$60.00

SOLE AGENTS—

H. PRICE & CO.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

THE

PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly

Spacious Rooms.

Very MODERATE TERMS to FAMI-

INTIMATION.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

A. SUPERIOR PALE DRY, Dinner	Per Case of 1 doz.
Wine, Green Seal Capsule	\$10.86
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	12.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	14.40
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (Old Bottled)	20.40

In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. GEO. G. SANDEMAN, SONS & CO., of LONDON and OPORTO, for whom we have been appointed Sole Agents:—

LIGHT DRY	Per Case of 1 doz.
SOLERA	\$17.30
VERY PALE DRY	25.00
FULL GOLDEN	25.00
PALE DRY NUTTY	30.00
FINE OLD BROWN	32.00

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX STREET, CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 8th October, 1901.

WHAT is likely to be the condition of affairs in China in October, 1902? The question may seem almost impertinent, yet on the issue may depend much of the future history of the twentieth century. There is, of course, no particular reason why the commencement of a century should make any ripple-mark even in the course of international affairs. The 31st December, 1900, marked no one peculiar feature more than any other 31st December in history—any more than the growth of the moon as visible from the earth makes any conceivable change in the conditions that actuate weather; yet in all ages men have looked to changes of the moon as correlative with changes of the weather. Some people, even in the flood of light thrown upon subjects scientific during the last hundred years, are still ready to believe in the influence of the moon on weather, and even sober men of science, with the unerring records of Greenwich at their fingers' ends, think they have discovered in those records indications of the truth of the popular belief. Similarly the commencements of each of the centuries from the sixteenth have been distinctly marked by important movements that have for good or ill affected for long periods the history of events, and indications are not wanting that the twentieth century is about to follow in the course of its immediate predecessors. Perhaps there is some reason deeper than mere fancy for this, and men's superstitions or desires have had more to say to the coincidence than might at first sight appear. For the last quarter of a century it has in many quarters been a matter of belief that before long the sublimity was bound to be one of world-wide dimensions. There were not a few who thought that China would be the twentieth century; and to a certain extent this was true. In the month of September, 1900, the minds of men were so much occupied with the thought of the coming of the twentieth century, that they were not prepared to see the danger that was about to befall them. The danger is more imminent than ever that, while the attentions of the others are directed elsewhere, some one of the number may introduce a short-circuit, which may induce a premature explosion of the whole. If the world were in a less nervous state there would be but little danger, but unfortunately nervousness is just now epidemic, and nervousness and rashness are too frequent companions.

ignominiously out of his council. Unfortunately Lord Salisbury, at the time under the influence of Li's creature, the Chinese Minister at London, failed to comprehend the gravity of the situation, and quietly acquiesced in the subsequent supersession of the Emperor. The massacres of 1900 were the mathematical result. Without being believers in the theory that all evil comes from Beelzebub, the "Father of Lies," and that Beelzebub's nearest representative on earth is Russia, there is much to prove that the present crisis in the Far East has been much assisted by an intrigue commenced at the time of the Tsar's coronation. LI HUNG-CHANG was momentarily the most powerful man in China, and to Russian statesmen of the day the winning over of so powerful an interest to Russian ends was worth almost any sacrifice. Li proved an even more gullible fish than the most sanguine at the court of the Tsar could have anticipated. Paraded in a gold coach, the outward sign, doubtless, of an inward and substantial grace, the wily statesman left Russia no longer a free agent, but one bound by the strongest ties of self-interest to his obliging friend. On the foundation thus laid, Russia did not fail to at once set about the erection of a vast edifice. In the then unpeopled wilds of Western America pioneer spirits did not fail to see that the first problem towards introducing a population was to provide some way of entrance; rails were laid on the open prairie without the usual requirement of survey or levelling, leaving to a succeeding generation the task of completing the road. Russia in North Asia was equally careless; her foundation was notoriously rotten and insecure, but of that, provided she could run up a "look-see" house of lath and plaster she is profoundly indifferent. Hitherto the sham edifice has served her purpose of overawing China, and warning off Great Britain. Certain uncomfortable rifts incident on such a structure, however, commenced to appear; the German Emperor gave one or two slight hints that he too had noticed them. It was manifestly unsafe to go on, and here the marvellous astuteness of the Russian diplomatic mind came to the rescue. If LI HUNG-CHANG be the willing, though unwitting tool of Count Lamsdorff, Prince FERDINAND is his no less unwitting zany; and mud, it is to be remembered, is as easily stirred up on the lower Danube as in the valley of the Pehi itself. But apparently the move has been even more successful than its author could have anticipated, for Sultan ABDUL HAMID has been moved to make himself objectionable again and show how little hope there is of the Turk. ABDUL HAMID, like his predecessor, can hardly be looked on as altogether responsible for his actions, and one of his most dangerous hallucinations is that he fancies himself the successor of a SOLYMAN, and that like him, he is strong enough to face the entirety of Europe. France, ever ready to act on a wink from "her only friend," has been stirring up some mysterious grievance, as incomprehensible as the historic dispute about the duplicate key to a church in Jerusalem (which, insignificant as it was, proved the prelude to a big war), and the Sultan, proud of the chance of doing a bit of self-assertion, has been posing for a Donnybrook row. The unfortunate part of such petty disputes is that, however trivial, they provoke a state of mind eminently likely to lead to fist-cuffs; and we find that ABDUL HAMID overpowered by his efforts to get someone to tread on his tail, has been contemplating an unprovoked outrage on his neighbour of Persia. Once upon a time Europe desired nothing more than to see its two great eastern rivals at loggerheads, but the position is different now that we have entered on a new century, and think we ought to create its policy in its first decade. As Count Lamsdorff is given to believe that he has some reconnoitre interest in both Turkey and Persia, a little squabble about a few square miles of territory is puffed up into an European difficulty, and we have notes and counter-notes interpassing, any of which may produce sufficient friction to draw a spark capable of igniting the large stores of dynamite purposely left about. Now the worst of this electric state is that there is actually as much, if not positively more, danger in any attempt to discharge artificially the over-charged accumulators than in leaving them to silently discharge through the atmosphere; and it is generally from the most unexpected quarter that such outbursts appear. This is then the position of affairs towards the close of the first year of the century, and China, though not so much in evidence as some months ago, is really the most dangerous element in the battery. There is no evidence that any of the Powers engaged has abated one jot its intentions, while the danger is more imminent than ever that, while the attentions of the others are directed elsewhere, some one of the number may introduce a short-circuit, which may induce a premature explosion of the whole. If the world were in a less nervous state there would be but little danger, but unfortunately nervousness is just now epidemic, and nervousness and rashness are too frequent companions.

The British transport *Arctis* arrived yesterday morning from Calcutta.

We call attention to the Post Office Xmas and New Year parcel arrangements appearing in another column.

The Italian cruiser *Marco Polo* and three large torpedo-destroyers left for China early last month. Admiral Palumbo commands the squadron.

The following are the results of the six-a-side football matches which were played at Happy Valley last night:—Danby 1, Kow 0; Stevens (R.E.) 2, Goldring 0.

The visitors to the City Hall Library and Museum last week included 388 non-Chinese and 168 Chinese to the former institution, 118 non-Chinese and 2,243 Chinese to the latter.

The entire working staff of the Sanitary Department, including Dr. Clark, Dr. Pearce, and Mr. J. Bryan (Sanitary Surveyor), was photographed yesterday morning on the steps of the City Hall.

Teams from the Hongkong Police Force and Royal Welsh Fusiliers indulged in a friendly game of cricket on the Wongachong Recreation Ground yesterday. The soldiers scored 77 to their opponents' 39, and thus won an easy victory.

On Sunday afternoon a fisherman on a junk in Shaukiwan Bay was aloft putting a rope through a block, when he lost his hold and fell to the deck, a distance of twelve feet. He received internal injuries from which he died an hour afterwards.

The P. & O. steamer *Coromandel*, with the English mail of the 13th September, left Singapore on Saturday, the 5th inst., at 5 p.m., and is expected to arrive here on Thursday, the 10th inst., at about 4 p.m. Replies are due to letters despatched hence on the 12th August.

Apart from the three plague cases last week (one in Victoria), of which two proved fatal, the instances of communicable disease in the Colony were six, all of enteric fever. One case proved fatal. Five of the sufferers were Europeans on H.M.S. *Albion*, who contracted the disease at Singapore.

On Saturday an earth-coolie employed on Messrs. Butterfield and Swire's reclamation works at Quarry Bay was killed by a large piece of rock rolling on top of him. The rock was balanced on the face of a bank, and the coolie was excavating directly underneath for the purpose of displacing it.

John Gardner, who was killed on Saturday night by a fall down the nullah behind Murray Barracks, was buried at Happy Valley yesterday morning. He was formerly a sergeant in the King's Royal Rifles, and left that regiment here to take up duties in the Naval Yard Police, in which body he ranked as sergeant. On leaving the Naval Yard he was employed by the Hongkong Land Investment Company, but at the time of his sudden death was quite destitute.

Telegraphic advices have been received in Shanghai from South China to the effect that a very long memorial, emanating from the principal gentry and literati of a number of the large cities of the two Kwang provinces, has been sent to the Chinese Plenipotentiaries at Peking, urging in very strong language the wishes of the Emperor's subjects in the southern provinces of the Empire that his Majesty should be allowed to return alone to Peking, and assume the reins of Government for the good of the country, and threatening in no veiled language that if this is not complied with the whole of the South of China will rise in rebellion.

Mr. Hazeldan gave judgement at the Magistrate's yesterday afternoon in the case of Ng Yau Kum, a steersman, who was charged with cheating Lennag Soong Kum, a fishing-junk owner in respect of \$22.30 advance of wages, as previously reported. The judgement was in favour of defendant, whose discharge was ordered by the Magistrate, holding that defendant merely committed a breach of contract. At the same time his Worship strongly commented on the state of things existing at Shaukiwan, which enables sailors actually to hold the whip hand over their employers. Did a British sailor commit the same offence he could at once be punished for it.

The fire in Queen's Road Central on Sunday night, which we briefly reported yesterday morning, occurred at No. 116, and but for the promptness of the Fire Brigade, who found the flames bursting out of the first and second floors when they arrived, the outbreak would have been serious. The ground floor, occupied by a money-changer, was not greatly damaged, but the floors above were practically burnt out. The premises are insured altogether for \$4,200—in the Yan On Insurance Company for \$2,000 each in the Chun Co. Company for \$2,200. The cause of the outbreak has not yet been ascertained, but the fire is supposed to have originated in the first floor, which was occupied by foks and workmen. The second and top floor were unoccupied. A quarter of an hour after the firemen arrived, word came down from the Central Police Station to despatch help to Shaukiwan, where another fire was in progress. Four men were sent on a quad-bicycle, but it broke down on the way, and caused delay. Fortunately, Inspector Robertson, of Shaukiwan, with the help of the Chinese firemen under his command, was able to master the outbreak, and telephoned to the Central Station to that effect. The four men were consequently recalled. This second fire broke out in a two-story house, the ground floor of which was used as a paper shop and the floor above as a dwelling-house. The place was entirely destroyed, the damage, which is not covered by insurance, being estimated at \$4,000.

Le Petit Tonkinois deplores the absence in Tonkin of any such institution as our College of Medicine for Chinese, the idea of which it commends.

M. Etienne Richet, who is charged by the French Government with a political mission in the Far East and who arrived at Haiphong by the *Manche* on the 2nd inst., will come on to Hongkong very shortly.

The *Armeeblatt* announces that the Austrian forces in the Far East are to be reduced. The *Kaiserin Elisabeth* and the *Zenta* are to return to home waters, while the detachment of men at Peking will be reduced to 100. The *Kaiserin und Konigin Maria Theresa* and the *Aspern* will continue in the Far East.

The *Bangkok Times* says that Dr. Trumpf has been engaged as chief medical attendant for the Siamese army. The army has not hitherto had a foreign medical officer, but the serious difficulty that was experienced recently in dealing with an outbreak of beri-beri among the soldiers made the change advisable.

The following appointments have been made at the Admiralty:—Lieutenant—H. A. Caruthers, to the *Albion*, as flag lieutenant to Rear-Admiral H. T. Grenfell, to date September 9. Sub-Lieuts.—J. Jones, to the *Plymouth*, and R. G. Hamond, to the *Goliath*, to date August 12. Midshipmen.—C. J. Groer, to the *Cressy*, C. D. C. Bridge and B. V. Lazard, to the *Albion*, to date September 16. Naval Cadets.—R. L. Archer, and W. H. Leake to the *Cressy*, A. D. A. Barnard and L. G. Soell, to the *Talbot*, R. C. Halahan and C. H. Warren, to the *Albion*, all to date September 15.

The authorities at Shanghai recently ordered a powerful steam fire-float for the protection of waterside factories, docks, and shipping, and the vessel which has been built by Messrs. Merryweather and Sons, of London, has just been despatched to its destination. The boat is 60 feet long, and has a quick steaming boiler, screw-propelling engines, and "Greenwich" pattern pumps. The latter throw 1,000 gallons per minute and will throw six jets simultaneously 160 feet high. A similar vessel, but with 2,000 gallon pumps, is in construction for Auckland, New Zealand, by the same firm.

As a result of last month's orders, the French brigade of occupation in China will be made up as follows:—The 16th Regiment of Colonial Infantry formed of three battalions, one of which will be stationed at Shanghai; the 17th Regiment of Colonial Infantry of two battalions; three batteries of Colonial Artillery, one being stationed at Shanghai; two companies of the 6th Regiment of African Chasseurs; one detachment of Engineers of the 1st Company of the 19th Battalion, and various detachments of marshals, guides, and hospital attendants, &c. The Colonial troops withdrawn from Pechili will be removed to Tonkin.

A curious instance is mentioned in a contemporary of a bullet, or rather a portion of a bullet, working its way from one part of the human anatomy to another. An old resident of Kobe who fought with the Naval Brigade at the battle of Moutan in 1848 was wounded in the thigh by a bullet, which had splintered on striking some hard substance close by. The piece could not be found. Recently he felt a hard substance under the skin of the big toe of one foot, and cutting it out was surprised to find that it was a fragment of lead, apparently the piece of bullet with which he had been wounded in the thigh more than fifty years previously.

The *Cressy*, first-class cruiser, which on the eve of her departure for this Station was found to have sustained serious damage to her steering gear, was on 30th August undocked at Portsmouth after completion of repairs. She was to be ready to leave for the China Station by 15th ult. A home paper says:—It is expected that she will undergo some extensive trials of her steering gear before leaving; and, although it is to be regretted her departure for foreign service has been delayed for such a long period, the accident to her steering arrangements, which has caused the delay, will not be without compensation if it prevents similar mishaps occurring to several other new vessels of His Majesty's Navy.

Mr. Gaston Donnet, the special correspondent of the *Times* in China, in a recent letter recalls that he wrote two years ago on the occasion of his first visit to the Far East. "Egypt is dead, Persia is dead, India is dead, and China—by what derogation of natural laws—will she not also cease in her turn?" He finds little to alter in what he then wrote. Notwithstanding Tuan and Tang Fushiang, he continues to put the Chinese in a brier. With its family organisation on one side, and its religious mock-beliefs on the other, the yellow man is indeed dead-stuffed. Individually he is too much in a groove. Of course we presume Mr. Donnet means he is dead in a national and political sense; physically he is by no means moribund.—*L. & C. Express*.

"F.A.G." writes in the *Kobe Chronicle*:—There is a war-vessel lying in the harbour of Kobe called the *Goliath*. It is said that a few nights ago the officer of the watch was surprised to find a little steam-launch coming alongside and whistle for attention. He directed the gangway sentry to ask what was wanted, and the sentry, with reminiscences of the *Traveller*, shouted "Who goes there?" "David!" was the surprising answer. "What do you want, David?" "Only this!" was the reply, and a stone came jumping and rolling on to the deck, as the launch darted away into the darkness. I tell the story as it was told to me, and will not vouch for its accuracy. But really, the Admiralty ought to know better than invite the perpetration of such a joke—shall we call it?—by naming a vessel *Goliath*. For was not the big *Goliath* slain by the small *David*? But I hasten to say that I believe the story is an invention.

A rumour comes from service circles at Portsmouth that Admiral Sir Edward Seymour, who has just returned from China, will relieve Lord Walter Kerr at the Admiralty.

Lieut-General T. Kelly-Kenny, C.B., who will succeed General Sir Evelyn Wood, V.C., as Adjutant-General to the Forces, was born in 1840, and served in the China war of 1860 the Abyssinian war of 1867-68, and the present war in South Africa.

The Russian Black Sea Fleet is to be increased by the addition of a new division of sailors on the 1st January next. At the same time, a special detachment of sailors will be formed at Port Arthur, which will be called the "Kwantung Division of Marines."

For some time past the death-rate of Madras has been rapidly mounting up, week after week, of late, and is described as never having been so appalling in a non-famine year as it has been this year. The death-rate in one division was actually as high as 181.8 per thousand.

A convention has been signed between the British and Persian Governments for the construction of a three-wire telegraph line from Kashan to Baluchistan via Yazd, Kerman, and Bam, on conditions similar to those of the convention of 1872 for a telegraph line from Teheran to Bushire.

A Router telegram from New York states that at Sea Girt Encampment on the 5th ult. a rifle match for the championship of the world and the American Centennial "Palma" Trophy was shot off between a Pan-American team and a team representing Canada. Each man fired 15 shots at 800, 900, and 1,000 yards. The contest resulted in a win for the Canadian team with 1,522 points, the Americans scoring 1,494 points. Each team consisted of eight men.

The following members of the English cricket team, captained by Mr. MacLaren, booked passages by the Orient-Pacific liner *Omrah*, which left London on the 27th September:—Messrs. A. C. MacLaren, W. G. Quifia, A. A. Lilly, T. Hayward, J. T. T. Gyllesley, Blythe, H. G. Garnett, A. O. Jones, G. L. Jessop, J. Gunn, and L. Brand. Mr. MacLaren will be accompanied by his wife, who, it will be remembered, was a Miss Power, of Melbourne, whom he met in 1898 in Australia, when a member of Mr. Stoddart's team.

An Austrian Slav organ in Vienna calls attention to the pleasure expressed by a number of its Russian contemporaries at England's dis-appointment over her bargain with Germany. The *Novoe Vremya* remarks:—"It is only now—that is to say a whole year after the conclusion of the Anglo-German Agreement—that the English have realised that, to put it plainly, they have been duped by German diplomacy. It was somewhat thoughtless of the experienced politicians who guide England's foreign policy to expect disinterestedness from diplomats who have been brought up in surroundings where the traditions of the honest broker have by no means ceased to operate." The *Rossia* and other journals express themselves in a similar sense.

The case of Mr. Gilmour, an officer of the steamer *Ajao*, at Yokohama, is still fresh in the minds of residents in the Far East. The Merchant Service Guild now write to us that, as in the case of Mr. Kent, another officer who had suffered in a similar manner, the Guild have brought the matter before the British Government. Lord Muskerry, acting for the Guild, has seen the Minister to Japan and Lord Lansdowne, presenting at the same time a claim for compensation for the loss to which Mr. Gilmour has been unjustifiably subjected. Lord Muskerry has been informed by the Foreign Office that "Lord Lansdowne has instructed His Majesty's Chargé d'Affaires at Tokio to make representations to the Japanese Government on the subject of Mr. Gilmour's treatment."

Although it is believed that prompt measures have exterminated the Colorado beetle at Tilbury, in England, the Board of Agriculture nevertheless desires to advise growers of the danger which would threaten the potato crop should this voracious insect become established in this country. Provision was made for the present contingency by the Destructive Insects Act, 1877. The terms of the Colorado Beetle Order of 1877, issued under that statute, require all persons to give immediate notice to the police if any specimens of the insect are found, under a penalty not exceeding £10. The police constable on receipt of such information must at once inform the local authority (the same as under the Diseases of Animals Acts), who are required to communicate by telegraph with the Board of Agriculture. It is an offence, to which a penalty of £10 is attached, to keep or sell any living specimen of the Colorado beetle in any of the stages of its life.

The *Times* Vienna correspondent wrote on the 6th ult.:—"I received this morning a letter from a military friend, a former staff officer, upon whose opinion I set the highest value. One passage of it seems to me worthy of special notice. Referring to the embarrassing quantity of convey and baggage which some of the general officers in South Africa appear unable to dispense with, my correspondent writes thus: 'Many military observers on the Continent suspected long ago how the remarkable slowness of operations was to be accounted for. Recent reports are quite sufficient to explain the failure of the British troops to catch the nimble Boer, unencumbered as he is. I am reluctant to offer any adverse criticism on the British operations in South Africa, but in the face of such self-created impediments to military movements, I cannot help expressing my horror and amazement.' It seems to me that these few words speak volumes, coming as they do from an experienced and highly capable authority.

Sir Claude and Lady MacDonald left England for Tokyo on the 7th ult., proceeding via America. Sir Claude and Lady MacDonald are said to have much enjoyed their trip home. Sir Claude has naturally often been in consultation with the Foreign Office, but he has had a good holiday according to all accounts.

Among the passengers who arrived at Victoria, B.C., on the 4th ult., was Mr. Charles Spencer, an Englishman, who was arrested in Manila by the United States military authorities on the charge of being a spy. Mr. Spencer announced that he would sue the United States Government for damages for illegal imprisonment.

The marriage of Captain Oswald Ames, 2nd Life Guards, with Violet, second daughter of the late Lord Francis Cecil, B.N., took place at St. Mark's Church, North Audley Street, on the 5th ult. In the absence of her step-father, Captain Philip F. Tildard, B.N., commanding R.M.S. *Didon*, in China, the bride was given away by her uncle, Lord William Cecil.

In the article "The First British Settlers in South Africa" in last month's *Nineteenth Century* (page 404), by Rev. Dr. Wigram, Canon of Grahamstown Cathedral, curiously occur the three following names:—Vandelaar, Kruger and Joubert, who all three took part in the fighting between British and Boer forces in 1795 and 1796. General Vandelaar commanded the British force, and Kruger and Joubert (ancestors of the present day men) were the two Boers who hauled down the British flag when it was hoisted at Graaf Reinet after our first capture of the Cape in 1795.

Chinese in Java, though born in the Colony, cannot be naturalised, so as to be put on the same legal footing as European Dutchmen. They remain a class apart on an Asiatic footing, and inferior to Europeans. This disadvantage has become unbearable to many of these Chinese, now that Japanese there have secured equality with Europeans in legal standing. Of late the Chinese residents of Batavia have striven not only to give their children an European education but also to send them for it to Europe. Their object is to ask for these youngsters equality with Europeans in Java, on the ground of their having had an European bringing-up. The Chinese have never pressed this point before. It was the equalisation of Japanese with Europeans that stirred them up.

Mr. Harry N. Pillsbury (who is not far from being the most brilliant chess-player of the day), it is once more announced, will abandon professional chess in a couple of years, and thereafter study law in earnest. A home critic says:—"Judging by the events of the past quarter of a century chess as a business does not pay. Lack of solid financial appreciation has led to one of two results. Champions have either had to face death by starvation or to quit the chess arena; the former fate befell Steinitz and Zukertort, and Dr. Tarrasch and others adopted the latter course." The writer is not correct in saying that Steinitz died of starvation, but he is right in his general conclusion as to professional chess-playing. It is only possible for the man at the top of the tree to live by it, and then only just while he is there. The charity of rich amateurs has kept many a professional from destitution.

The price of cattle has gone up in Singapore and the cattle-traders here, says the *Bangkok Times*, are naturally disgusted at being unable to take advantage of the high prices. Kelantan, however, is likely to reap the profit, as the prohibition against the importation into Singapore of cattle from that province has now been removed. Siam makes precious little effort to help the trade, though it is a very fair source of revenue to the Government. Is the country being drained of its stock by the export? The *Times* asks. Is there urgent need of the people being encouraged to pay more attention to breeding? It is sometimes said that is so, but we don't suppose that accurate information exists. There seems to be no system of notifying infectious diseases, and it is only after the diseased animals have been over half the country, and much harm done, that an order is issued to prohibit transport from infected districts.

Workmen on the 4th September, says a Boston correspondent, began the work of converting Mr. Thomas W. Lawson's *Independence* into a junk. The owner was petitioned by 1,000 of the most prominent citizens not to destroy the yacht, which he had desired should defend America's Cup, and which was refused a place in the trial races by the New York Yacht Club. It has been published and not denied that Mr. Lawson applied for membership of the Club, and to prevent being blackballed he had his name withdrawn, notwithstanding that he expended \$30,000 in the construction of the yacht, and upwards of \$20,000 more for the crew, the tenders, and for incidentals, employing Captain Hank Hall, the successful skipper of four Cup defenders, and the most expensive crew ever put on a yacht. He says that the boat was made for racing, but she cannot get any races, hence she is useless. "All the metal will be used to make a figure or set of figures to illustrate the incident. To that end I am going to offer artists and sculptors in this country and Europe a set of suitable cash prizes for the best design." No such deliberate throwing away of \$50,000 has ever before been seen in America.

Stationers have recently been collected of the height of 10,000 English boys and men. At the age of seventeen these averaged 5 feet 3 inches; at twenty-two, 5 feet 9 inches. At seventeen, they weighed 10 stone 2 pounds; at twenty-two, 10 stone 13 pounds. No nation is increasing in height and weight so rapidly as the British. In fifty years the average has gone up for the whole nation from 5 feet 7 inches to 5 feet 8 1/2 inches. The average height of the British upper classes at thirty years of age is 5 feet 8 1/2 inches, of the farm labourers 5 feet 7 1/2 inches. The criminal class brings down the average, as their height is but 5 feet 5 1/2 inches.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 3rd October.

THE OUTBREAK IN KWANGTUNG.
There departed by the *Hatchling*, which left here for Hongkong on Monday last, Dr. and Mrs. Maier, the Rev. and Mrs. Ebert, and Mrs. Schultz, of the German Basel Mission. This party fled from Ping-tung, their mission station, where a disturbance had broken out, which at the time was very grave. Owing to the place mentioned not being in regular communication with Swatow, very meagre information of the occurrence reached us. Various rumours of a calamitous nature were very soon circulated, to which, however, full evidence could not be attached. I learn from a reliable source that the rebels burnt one mission chapel and looted two houses belonging to German converts.

H. S. TAO MU ON THE QUI VIVE.

As soon as the Viceroy of this province heard of the outbreak he wired to the local Tsoai, urgently instructing him to protect all missions and afford every safety to the missionaries and their converts, and also to use all means in his power to quell the *ouste*. A batch of soldiers has been despatched from Chongchow to the scene of the uprising. It is reported from Kiating-chow that the situation looks more hopeful. I also hear that Mr. Schultz is in perfect safety.

Swatow, 4th October.

ARRIVAL OF TROOPS FROM CANTON.
At the request of the local Tsoai, the Viceroy at Canton despatched 500 soldiers to this place, and they arrived here on board the Chinese gunboat *Pu-yue* this morning.

MR. KUTTER SAFE.

From enquiries made in the proper quarters I elicited the information that Mr. Kutter, of the German Basel Mission, was quite safe, but his exact whereabouts could not be stated.

TONKIN NOTES.

[FROM OUR CORRESPONDENT.]

Hanoi, 1st October.

TRAMS AT WORK.

The engineers of the Hanoi Electric Tramways Co. a few days ago began the daily trials of trams, from the works to Negrier Place. The gearings and engines work very well, but these trials aim at accustoming the native and Chinese hands to the manipulation of the electric engine. Asiatics learn very quickly; though they don't know the elements of electric phenomena, their progress will permit them in a very short time to undertake the working of the first established lines.

THE YUNNAN LINE.

The company formed for the constructing and exploitation of the Yunnan and Indo-Chinese Railway has taken as its title "Compagnie Française des Chemins de Fer de l'Indo-Chine et du Yunnan." The administrative council is composed of MM. Baron Hely d'Oisel, President; Alexis Koutand, Vice-President; Stanislas Simon, Administrator; Alfred Bourgeois, Demouling, Gerard, Lefevre, and Pontalis.

OBITUARY.

M. Le Roy de Merlefort, formerly head naval doctor and a Commander of the Legion d'Honneur, member of the academy of medicine, and correspondent of several learned societies, died in Paris, on the 12th August, M. Le Roy de Merlefort was formerly head of the "Service de Santé" in Indo-China, where he left affectionate memories.

GENERAL.

John A. Booth, an American "globe-trotter" gave at the Hotel *Hotel* a very interesting talk on his journey as *New York Herald* reporter round the world. Doctor Lo Iaa acted as interpreter to the young American journalist. Many were present at this interesting affair.

The increase in the price of opium causes a great excitement amongst the Tonkinese smokers. The Press commenting on this increase says that its only result is the recurrence of native smuggling.

M. Donner, our Governor-General, will embark on the *Kersaint* in time to arrive at Hanoi about the end of the present month.

M. A. Pressat, Director of Customs has been called upon to act as *Conseiller d'Etat* at Paris. M. Canalle, head Colonial Doctor, is appointed head of the medical staff at the Palais Luxembourg, in Paris. M. Emil Senart, a member of the French Institute is in charge of a special inspection of schools in the Far East. M. Wehring, Director of the Russo-Chinese Bank at Shanghai, formerly a trader in Hanoi, and father-in-law of M. Mahan, a contractor well known in Annam, is appointed an Officer of the Legion d'Honneur.

Among the exhibits at the Paris Exhibition were dress materials made of threads woven by the spiders of Madagascar. At the Industrial School at Tananarive the threads from the native spider, called *halabo*, are regularly woven. They are of a beautiful golden colour, but the spiders that produce them are so cannibalistic in their habits when assembled in large numbers, that for practical purposes they have to be isolated. The threads, which are said to be about seven hundred yards long, are collected by native girls, who are wonderful adept in the delicate operation of reeling them.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Coromandel* left Singapore for this port on the 5th inst., at 5 p.m., with the outward English mails, and is due here on the 10th inst., at about 4 p.m.

The Imperial German Mail steamer *Hamburg* left Kobe via Nagasaki and Shanghai on the 6th inst., p.m., and may be expected here on or about the 15th inst.

The A.L. steamer *Trieste* left Kobe via Moji for this port yesterday morning.

HOCKEY.

On Wednesday, the 2nd inst., the Indian Brigade beat the Royal Navy at Hockey by four goals to two. The play of individuals of the Naval team was brilliant, but the team as a whole lacked the combination which their rivals displayed, who were also faster and quicker on the ball. The following were the teams—

Indian Brigade:—Sloan, 22nd B.I., goal. Col. Welchman, 5th I. H.C.; and Melville, 22nd B.I., backs; Luxmoore, 5th I. H.C.; Kriekenbeck, 22nd B.I., and Baker, 22nd B.I., half-backs; Renton, 5th I. H.C.; Hobson, 5th I. H.C.; Burke, 22nd B.I.; Smith, 2nd Rajpoots, and Tregear, 5th I. H.C., forwards.

Royal Navy:—Mair, *Albion*, goal; Hawkins, *Argonaut*, and Lampon, *Ocean*, backs; Barrett, *Ocean*, Hancock, *Albion*, and Tweedie, *Albion*, half-backs; Lloyd, *Ocean*, Hensonman, *Isis*, Kirnan, *Albion*, Copping, *Argonaut*, and Raymond, *Albion*, forwards.

On the 3rd inst. the 22nd B.I. beat H.M.S. *Albion* by six goals to love, but the battleship was not represented by quite their strongest team.

The following matches have also been arranged:—On Thursday, 10th inst., and Monday, 14th inst., the Indian Brigade play the Royal Artillery and H.M.S. *Argonaut*.

The Hongkong Hockey Club hold their annual general meeting in the Pavilion of the Hongkong Cricket Club on Friday, the 11th inst., at 5.15 p.m.

POLICE COURT.

Monday, 7th October.

BEFORE MR. HAZELAND.

OVERSTAYING LEAVE.

Joseph Curzon, who last Saturday was ordered to the House of Detention, being without visible means of subsistence, was found to have been already an inmate of the House, having been admitted last month, and overstayed his leave on the 11th ult.

He was given fourteen days' hard labour.

DRUNK AND DISORDERLY.

John Percuth assaulted Walter Murray, an A.B. on the *s.s. State of Maine*, and was fined \$5, or fourteen days.

Horace Perkins behaving in a disorderly manner whilst under the influence of drink was arrested and released on \$6 bail. When called upon to answer the charge yesterday morning, he was found to be absent. His bail was extended.

James Greenwood was charged firstly with disorderly conduct, secondly, with assaulting the police whilst in the execution of their duty, to wit, P. C. Chanda Sing and P. C. Fred Jolly; and thirdly, damaging the latter constable's jacket and shirt to the extent of \$12.

Defendant admitted his guilt, and received a fine of \$3 or eight days on the first charge, fourteen days' hard labour on the second, and was ordered to pay \$12 compensation, or in default to do an additional seven days' hard labour. The fine and compensation were paid.

THEFT AND UNLAWFUL POSSESSION.

Man Hoi stole a brass wheel the property of the Hongkong and Whampoa Dock Co., valued at \$5. Defendant claimed to have made the wheel himself, and that it was his own property. As he could not prove his assertion he was given three weeks' hard labour.

Chan Tso was found in unlawful possession of a number of brass hinges, and since he failed to satisfactorily explain how he came by them, he was fined \$25 or one month's hard labour.

BEFORE MR. KEMP.

LOTTERY TICKETS.

U Wai Han was caught selling lottery tickets of the "Kwang Tung" Lottery, contrary to regulations, and was fined \$50.

ALLEGED CASE OF THEFT.

The case wherein the No. 1 bar boy of the Soldiers' Club was charged with theft of \$30 in notes belonging to the Club, which had been remanded to enable defendant to get his witnesses and engage counsel, came up for final hearing.

Mr. K. W. Mounsey appeared for the defence. A witness for the defence, a Chinese boy, employed at the Club testified that he knew the defendant, and that he had heard him remark on the night in question that he was going out to get small change for notes, and would soon return.

Mr. Mounsey submitted that his client was not guilty of any offence. To simplify matters, he would on behalf of his client plead guilty to the second charge, that of disobeying a lawful and reasonable order of his master. As to the first charge, no offence had been proven. To prove the crime of stealing, several witnesses must be produced. It must be the actual carrying away of goods or property belonging to another, with the intention permanently to deprive the owner of the same. In this case the evidence for the prosecution came far short of proving this charge. It was impossible to prove that defendant took the money with intention permanently to deprive the owners of the same. Defendant had been arrested before he came to the end of journey. Nothing had been proven beyond the extent of that journey. While defendant was between one point and the other, he was arrested, and taken back to the Club by Sergeant Evans; on his person were found the \$30 in notes, it is true, but defendant submitted that he went to get these notes changed. Rightly or wrongly they were in his possession; he probably took them from the till. If rightly, no offence had been committed. If wrongly, he would still submit that his client was not guilty of what he was charged with. He went to get change, probably thinking thereby to make about thirty cents premium, which money changed in his pocket. Admitting that that was wrong, still it was not larceny, and the only cause for complainants was to institute civil proceedings against his client for recovery of the thirty cents.

In support of the above argument Mr. Mounsey quoted a number of cases from Archibald, and maintained that the definition of " feloniously " implied taking with intent to deprive the owner permanently of whatever had been taken. In this case no such intent had been proven, especially as his client had been arrested before the larceny had been accomplished.

His Worship—I sentence defendant to three months' hard labour on the first charge.

Mr. Mounsey—Your Worship, I must in that case ask for an arrest of judgement on the ground that the charge had been wrongly formulated and that it is now too late to amend it, and therefore I beg Your Worship to discharge the defendant.

Ultimately His Worship deferred decision on the point raised until Thursday next.

PEKING.

Peking, 3rd September.

ASPIRANTS FOR OFFICE.

Hai Chi, a recently appointed Vice-President of a Board, is much talked about for Minister to England to succeed Lok Fong-loh. He is a Hanlin from somewhere in the south, and has never, so far, held any high office. His friends are urging him for the position, but it is doubtful if he obtains it. Tseng, one of the English interpreters H. E. Li Hung-chang has been trying to get himself mentioned for Minister to America, but his pretensions are ridiculed by all who know him, including Li Hung-chang.

A MEMORIAL SERVICE.

was held at the U. S. Legation on the day of President McKinley's funeral, which was attended by representatives from each Legation. The service was by the Rev. Dr. Sheffield was brief but able, emphasizing the dead President as one of the most amiable of men as well as greatest of statesmen.

IMPROVEMENTS.

The city remains quiet. The populace have seen so many foreigners, military and civil, walking the streets for the past year, that an individual can now walk all over the city without attracting the slightest attention. I am told that a new Roman Catholic church is to be erected on the street directly opposite the French Legation. The new church building is nearing completion. It is to be hoped it will better attended than is the temporary Club building, where one may sit for hours without being disturbed by a single entrance.

The British and Japanese on their respective sides of the canal have erected a handsome brick railing, that adds much to the appearance of that portion of Legation City and adds to the safety of what is now a pleasant drive or bicycle ride. Car-dealers are still producing valuable porcelain, brocade, and silks, to which there seems to be no end. Notwithstanding all that was sold at what used to be called "McDonald's lot sales" and taken out of the country by returning soldiers, much that is old, rare and valuable can still be obtained.

The Americans have made a fine carriage way on top of the wall from the Chienmen to the canal. It is believed the Germans will continue it to their fort near the Hatamen. The said fort is rapidly approaching the dimensions of the Hatamen town, much to the disgust of the native residents.

THE KETTERLE MONUMENT is covered over with an enormous meshed, so it is impossible to see the extent of the work or the design of the structure. Judging by the size of the shed a fine monument will be revealed later on.

THE FOREIGN OFFICE.

Li Hung-chang is really sick. He does not keep constantly to bed, however. His ailment is due to dyspepsia and the general break-up of old age. His heart is at times very irregular and his sudden death might occur any time.

Hai Shou-ping is generally recognised by natives and foreigners alike as the most able member of the foreign office. Prince Ching never decides anything, it is always Hsu Chou-ping. Prince Su is making many friends among foreigners and is working hard upon the study of English, in which language he is making excellent progress. Another very enlightened young man of royal descent is Yu Xue-hua, second son of old Prince King. This man is a warm friend of Prince Su's and is studying English with him in which pursuit they have a generous rivalry. Both of these men will be heard of in the future.

SOCIAL.

The new Russian Minister has arrived and made his round of calls. The de Giers sale took place last week and brought unheard-of prices. This was not because of the valuable goods displayed, but because all Peking residents having lost everything last year were compelled to buy as opportunity offered. One bedroom suite brought \$500. The Inspector-General of Customs is being rapidly reproduced on the former model—on a new building—and will be ready for the L.G. by 15th December.—N.C. Daily News.

ASSOCIATED CHAMBERS OF COMMERCE.

The Associated Chambers of Commerce opened their autumn meeting at Nottingham on the 3rd ult. Lord Avebury, the president, in his address, observed that the total of imports and exports for the past year was the largest of any year of commerce ever transacted by any country. He did not justify possible views as to the state of our commerce, but at the same time there was reason for continued exertion. He laid stress on the importance of commercial education, and said the permanent effect of strikes was not to raise but to lower the rates of wages. Resolutions were afterwards carried in favour of arbitration treaty with France, the amendment of the patent laws, the extension of the statutory powers of trustees, and dealing with other subjects.

The conference was concluded on the 4th ult. A resolution submitted by the Cardiff and Newcastle Chambers protesting against the shilling tax on exported coal was rejected after a long discussion. Resolutions were agreed to in favour of training ships and marine schools, with efficient Government support, to provide a supply of seamen, the formation of canal trusts, the amalgamation of inland navigation, the extension of their jurisdiction of County Courts, and various other subjects. In the evening a dinner was given to the delegates by the Nottingham Chamber of Commerce, at which Mr. Ritchie, Home Secretary, was the principal speaker. Referring to China he believed that when the present unfortunate condition of affairs had passed away there would be a great future for British trade there. (Cheers.) As to the indemnity the Government did not want to impose more than China could bear. The Government had firmly set its face against British trade bearing the great bulk of the interest on the debt which was to be raised for the purpose. He believed it extremely probable that the convention would be signed within the next day or two, and that the present state of affairs would come to an end. What we were interested in as a commercial country was the opening up of communications in China. The Government had endeavoured to obtain the share of railway concessions, but he confessed he looked very much more to the opening up of the waterways than to the making of railways.

EXPORT CARGOS.

For steamers *Orestes*, sailed on the 14th September. For Liverpool—250 bales hemp, 20 bales tamaris, 42 cases curio, etc., 56 cases p. l. fans, 5 cases sundries. For Manchester—205 bales waste silk, 10 cases blackwoodware.

For P. & O. steamer *Parmanette*, sailed on the 14th September. For Manchester—121 bales waste silk. For London opt. Manchester—100 bales waste silk. For Lyons—185 bales raw silk. For Gibraltar—1 case curio. For London—165 bales raw silk, 10 cases silk, 25 cases bristles, 2 cases feathers, 8 cases private effects. For Marseilles—171 bales raw silk, 165 bales waste silk.

LATE TELEGRAMS.

NEWS VIA CABLE.

THE WAR IN SOUTH AFRICA.

London, 21st September.

BOER RAIDING.

The Boers are actively raiding on the Upper Tugela, where three British casualties have occurred. Since the building of the Natal Boer-Office to Lord Kitchener's proclamation.

A Morning Post telegram from Brussels says that Boer officials state that General Botha proposes to hold 150 British prisoners as hostages against the execution of Lord Kitchener's proclamation.

THE BOER APPEAL FOR ARBITRATION.
Herr Von Lynden, the Dutch Foreign Minister, who is the President of the Permanent Council of the Hague Court of Arbitration, has communicated to all the members the Boer appeal for arbitration, and notifying his intention to introduce the matter at the next sitting.

The Boer delegates had a long interview yesterday with the Dutch Premier.

London, 22nd September.

FIGHT ON THE ORANGE RIVER.

Kritzing, in endeavouring to force a passage of the Orange River, rushed the camp of the Scouts. He failed to cross, but the Scouts of the Scouts were heavy. Colonel Murray and Captain Murray were killed. The Boers captured a gun, but it was recaptured, after a smart engagement.

Calcutta, 23rd September.

UNGRATEFUL PRISONERS.

It was found necessary, for the sake of the health of the Boers in the prisoners' camp at Trichinopoly, to treat the drinking water with permanganate of potash. The Boers made trouble over this, declaring that the British Government was doctoring the water for its own purposes.

It is probable, on account of the 500 extra prisoners going to Trichinopoly, that the other wing of the Lincolns, now at Bangalore, will go down to help their comrades look after the camp.

GENERAL NEWS.

AUSTRALIAN DEFENCE.

London, 20th September.

The report of the Colonial Defence Committee on Australian defence recommends military forces, consisting entirely of partially-paid troops, excepting the permanent nucleus already established.

BRITISH EXPLORING IN SOUTH-WEST CHINA.

London, 20th September.

Major Manifold, R.A.M.C., two engineers and a small escort of Gurkhas, equipped for nine months, have left Peking, and it is understood, are proceeding to India, exploring via Szechuan and Yunnan, and possibly Tibet.

SPECIAL COMMERCIAL COMMISSION.

AT SHANGHAI.

London, 21st September.

Sir James Mackay starts for China about the 10th October.

H.M. THE KING.

London, 21st September.

The Standard says it is reported that H. M. the King will be crowned Emperor of Hindustan at Delhi in 1902.

PRESIDENT ROOSEVELT AND ENGLAND.

London, 21st September.

According to a trustworthy statement President Roosevelt entertains sincere admiration and respect for England, and American nationality in the Transvaal war has been maintained. He approves of Mr. Hay's Canal negotiations, and intimates that his attitude towards England will be as correct, dignified and generous as was the late President McKinley's.

FRANCE AND RUSSIA.

London, 21st September.

M. Delcasse and Count Lamsdorff had a long conference yesterday morning. The Tsar afterwards received M. Delcasse, and President Loubet received Count Lamsdorff. The Tsar also had a long audience with M. Bourgeois, the representative of France at the Hague Conference. The latter has expressed his manoeuvres on the 19th instant, in which His Majesty said he regarded the French Army as a powerful support to the principles of equity.

The Tsar and Tsarina and President Loubet witnessed a review of four Army Corps to-day at Betheny, near Rheims. The spectacle was a brilliant and memorable one. At the luncheon which followed, President Loubet and the Tsar both emphasised more than ever the friendship and alliance of the two countries. President Loubet said it powerfully contributed to maintain the balance of force in Europe. The alliance would be watchful, yet reconciling its own with the general interests of the world and approving, in advance, settlements inspired by justice and humanity. The Tsar replied that Russia would continue to associate herself in all that concerns her friend and ally, France, who, animated by the most peaceful sentiment is an element of appeasement (?) to the whole of humanity.

An enormous crowd frantically cheered the Tsar and the troops.

The Tsar and Tsarina have departed by train for Kiel, after most cordial farewells. Both repeatedly shook hands with President Loubet, his Ministers and their wives. The Tsar prior to returning soon, and visit Paris. After crossing the French frontier, the Tsar wired to President Loubet, sincerely thanking the French nation, so loved and appreciated by Russia, for the cordiality of their reception.

The French Press declares that the meeting has immensely strengthened the position of France in Europe.

NOTABLE SPEECH BY A MAHARAJ IN CALCUTTA.

Calcutta, 22nd September.

Maharaj Kumar Pradyot Kumar, Maharaj of the annual meeting of the British India Association here, yesterday, alluded to the forthcoming Commission on Irrigation, and stated that railways, at the best, could but cure the famine, whilst a well-organised system of irrigation was a certain preventative. Further, every pie spent on the latter was spent in the country, whilst a large portion spent on the former enriches foreign manufacturers. He moved a resolution that they should approach Lord Curzon, and if necessary, the Secretary of State, to extend Lord Curzon's tenure of office as long as he is willing to serve, in order to see the proposals of the Commission through. An extension of service was desirable also in connection with the Victoria Memorial Hall.

MORE INDIAN BORDER TROUBLES.

Calcutta, 22nd September.

Two local levy Sowars were attacked at 8 o'clock Thursday morning by ten Waziris half-way between Mir A. A. Khan and Mogulot. One was killed and the other wounded. From instructions received from political sources, numerous gangs of a shudra have left for Gomti and part of Ziboh.

CONCEALED PLAGUE IN ALABAHAD.

Calcutta, 22nd September.

Plague is reported to have broken out in Bank Road, Allahabad. Inquiries into the cause of several sudden deaths in the Kutka quarters of the station have revealed the existence of the disease.

TYPES OF WARSHIPS.

In the many able letters and articles that have been contributed to the organs of the Press during the last few years, and particularly during the recent manœuvres, tributes have been paid to the likeness which our modern warships bear to one another, and the advantages thereby when these ships are brought together to form a homogeneous squadron. Since the building of the ships of the Admiralty class, and the passing of the Naval Defence Act, so many warships have been ordered each year, that the policy of building battleships in classes, instead of in ones and twos, has naturally been adopted. To this fact we owe the undoubted advantages we possess, of whole squadrons being organised, consisting of ships alike in mobility, coal-endurance, offensive and defensive powers. The present Channel Fleet is the most notable example of such a battle squadron, but it is undoubtedly not so perfect in this respect as it might be, consisting of it does of six battleships of the *Magnificent* class and two of the *Royal Sovereign* class. The Mediterranean Fleet has ten so-called first-class class battleships of four different types, and when the *Implacable* relieves the *Empress of India* in a month or two, our largest battle fleet will become the most powerful force to face with the spectacle of a fleet of ten battleships drawn from five distinct types. Is this wise or necessary? Are we not losing some of our advantages by deliberately scattering the various units of each class to different quarters of the world? The homogeneity of which so much has been made, with its advantages so generally acknowledged, is deliberately sacrificed to whims or want of general organisation. Why were the *Republic* and *Redoubtable* not removed from the Channel Squadron long ago and two ships of the *Magnificent* class substituted? The failure to do this does not arise from want of ships, because it could be arranged by interchanging ships with the Mediterranean Fleet. If this interchanging weakened the Mediterranean Fleet, the Channel Fleet would be correspondingly strengthened, whilst both squadrons would gain in homogeneity. The very sight of a battle squadron, each ship of which is a prototype of the other, gives confidence to its power. The advantages of this arrangement are apparent, but some how the most is not made of them.

The value of standard design in ships being so fully recognised, it is worth while pursuing the question from the ships themselves, to their detail, and more particularly in their engines. The power and speed of ships of a class being the same, cannot a general design be produced, with interchange of parts for each ship if necessary? In these days of great competition, we hear on every hand of the losses of work which our manufacturers experience. Orders which should have been given in this country, are placed abroad; not because of the inferiority of British workmanship, but because of the greater rapidity with which contracts are fulfilled abroad. More modern appliances have something to do with this state of affairs, but much more is due to the system of standard design adopted with a perfect interchangeability of parts. Excess of circumstances and the necessity of greater strengthening our navy caused us to adopt a general design on ships. A step further in the same direction by adopting a general design of details, would expedite the completion of battleships under construction, and go far towards making up the arrears of our building programme. The hulls of battleships are built to Admiralty design and drawings; if the engines were supplied in a similar manner to Admiralty drawings instead of drawings supplied by the contractors, based on specification and approved by the Admiralty, a desired step towards standardisation would be the result.

At present, if a number of battleships of a class are built, the hulls possess the same general features exactly; to know one is to know the lot. Officers and men on deck can be drafted from one ship to another and fall into their places readily. It is not so with the engine-room department. Although the main outlines of what is required are specified, the details and arrangements are left to the discretion of the contractors, subject to the Admiralty approval. The consequences of this is that the engine-room of each ship bears the stamp of individuality and peculiarities of its builders. The frame is the same, but the rivets are different, and the pulses beat to a different time. The great objection to this plan is that the engine-room complement take time to get used to their surroundings, and during this probationary time the ship is not worked to its best advantage. Many complaints have been made of the backward state of ship construction, many are the excuses put forward, the engineers are appointed and committees sit; the engineers' strike is a brilliant excuse for delayed work, and is followed by a lingering death. But how much is heard of the many vexatious delays caused by a slight alteration of petty details of engine design? Of the backward and forward movements of drawings from contractors to Admiralty, and vice-versa? Of the discussions on the lines and details of bolts and studs, or the petty details of a small valve, and of the slight modifications when the work is more than half completed? All this would be altered by having a standard design, and much time and money saved.

It might be objected that this plan would check individual enterprise and the inventive powers of the different makers; but for some years now, the construction of marine engines has stood practically at a standstill, whilst the battle of boilers has raged, and the present form they are not capable of much improvement. Even if this objection holds good against the main engines, the same objection cannot be laid against the fitting of auxiliary engines. No engineering firm with a contract for fitting the engines of a battleship can or does make those engines in all their details. In fact it may be said that building a set of engines consists of assembling the parts constructed by an array of sub-contractors. Some of these are more dependent on these sub-contractors than others, but any firm sub-contractors for some or all of the many auxiliary engines which are necessary for the domestic economy of a modern battleship. The Admiralty limit the sub-contractors to firms on their list, but these are the only restrictions; consequently, it is possible and probable that as the ships of a class requiring auxiliary engines for similar purposes may be supplied with these small engines of many particular types. All such as this should be of the same relative proportions interchangeable as a whole or in parts, and fitted in exactly the same place and in exactly the same manner in each ship. Unfortunately, this is not the case. A total amount of space devoted to engines is probably the same in each case, but different makers arrange their engines and pipes in different manners; auxiliary engines are placed in holes and corners as profit can be found for them, and the contractors are sub-let to a firm who can earn the required power into the smallest and often mis-shapen space. Cases have been known where auxiliary engines have been made side by side for two vessels of the same class; but because the spaces allotted in one ship differs by a foot or even a few inches in height or in width, from the other, these engines, though for duplicate purposes, cannot be constructed from duplicate designs. Is it any wonder, then,

that naval engineers agree that auxiliary engines cause them many times the amount of trouble and work, that even the main engines do? Cases such as this can be multiplied, but enough has been said to show the advantage if a system such as has been roughly outlined could be adopted. All ships carry spare working parts of the various engines fitted on board, but it is utterly impossible to carry enough to cope with every possible mishap. By the adoption of standard designs for a number of ships, small engines that may be kept in store ready for issue to any ship that may require them, in consequence of an accident or a breakdown, more serious than can be rectified with her own resources. Under the present system this is impossible, and for this reason we must still hear of ships, otherwise efficient and ready for sea, being delayed in harbour awaiting the construction of some small but necessary engines.—*Naval and Military Record.*

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12, QUEEN'S ROAD.

Hongkong, 24th September, 1901. [616]

THE ROBINSON

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval yard to East Point.

PASSENGER SEASON 1902

For MARSEILLES, PLYMOUTH and LONDON DIRECT	{	ORIENTAL5,224 Tons.....29th March MALTA6,064 Tons.....12th April
WITHOUT TRANSHIPMENT		
For Further Particulars, apply to		
		H. A. FITCHIE Superintendent
Hongkong, 28th September, 1901.		

At DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Hongkong, 25th September, 1901.

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Hongkong, 28th September, 1901.		

VESSELS ON THE BERTH

U. S. MAIL LINES

Hongkong, 7th October, 1901. [15]

FOR	STEAMERS	TO SAIL
MANILA, ILOILO & CEBU	* "KAIFONG"	On 11th October.
MANILA	* "CHINGTU"	On 12th October.
PORT DARWIN		
ISLAND COCKTOWN		
SWIRE, BRISBANE, SYDNEY	* "CHINGTU"	On 12th October.
AND MELBOURNE		
SHANGHAI	"FOOCHOW"	On 12th October.
SHIBOO & NEWUHWANG	"CHINKIANG"	On 12th October.
SHANGHAI	"WHAMPOA"	On 14th October.
TIENTSIN	"PAKHOT"	On 19th October.

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"TRIESTE,"
 Captain A. Mitis, will be despatched as a
 on **THURSDAY**, the 17th instant.
 For information as to Passage and Freight

"KURDISTAN" ... On 5th Novem
"LENNOX" ... On 20th Novem
"RICHMOND CASTLE," End of Novem
"GRONSAY" ...



PROPOSED SAILINGS FROM HONGKONG

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RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

Hongkong, 28th September, 1901. [2395

FOR NEW YORK.

THE 33 A II American Ship

Sept. 29, Allan Cameron
 Jacob Diederichsen, Ger. str., 623, Schlaikie
 Oct. 5, Jebson & Co
 Kaifong, British str., 1024, Pennelther, Oc

THE 3/3 L.L.L. American ship
 "STATE OF MAINE,"
 Captain Colcord, will be ready to load on the

2, Jepsen & Co
 Maasang, British str., 1,643, Welsh, Sept. 2
 Jardine, Matheson & Co.
 Mongkut, German str., 859, Gotsche, Oct.

Bakan Maru, Jap. str., 320, Kawamoto, Sept. 24, Japanese	R. Douran & Co., Shimoda
Bamberg, German str., 2659, Burbonsen, Oct. 3, Hamburg-America Linie	Ras Ruya, British str., 1,854, Lakey, Oct. P. & O. S. N. Co
	Sandakan, German str., 1,374, Brandstetter, Oct. 5, Mulhens & Co.

Chiyang, British str., 1,172, Dowse, Oct. 9.
Jardine, Matheson & Co.
Chiansang, British str., 1,419, Muir, Sept. 24.
Jardine, Matheson & Co.
Tingsang, British str., 1,045, Sawyer, Sept. 2.
Jardine, Matheson & Co.
Victoria, American str., 2,112, Penton, Aug. 2.
Dodwell & Co. Limited

Butterfield & Swire	23, Order
Hanching, British str., 1276, Davis, Oct. 5,	Helou A. Wyman, Amer. ship, 1,664, Vanh
Douglas Lapraik & Co	Sept. 10, Arnhold, Karberg & Co
Hallen, French str. 377, Andersen, Oct. 7,	Kentmere, British ship, 2,347, Bandy, Sept.

This image shows a close-up of a textured surface, likely a wall or ceiling. A large, dark, irregular shape, possibly a shadow or a stain, is visible on the right side. The overall texture is grainy and uneven.

P. Board.
Hongkong, 18th March, 1901

1

